

What is claimed is:

1. A control device for an engine driven vehicle that includes an engine provided for driving a vehicle body, and a generator driven by said engine, and is comprised so as to supply power from said generator to an external  
5 load when driving is stopped, comprising:

rotational speed limiting means for controlling to limit a rotational speed of said engine so as to limit the rotational speed of said engine to a limit rotational speed or lower corresponding to an upper limit value accepted while driving when said vehicle is driven, and to limit the rotational speed of  
10 said engine to a limit rotational speed or lower corresponding to a rotational speed slightly higher than an upper limit value of the rotational speed required for supplying power from said generator to the external load when said vehicle is stopped to supply power from said generator to the external load.

15 2. A control device for an engine driven vehicle that includes an engine provided for driving a vehicle body, and a generator driven by said engine, and is comprised so as to supply power from said generator to an external load when driving is stopped, comprising:

20 rotational speed limiting means for controlling to limit a rotational speed of said engine to a limit rotational speed or lower corresponding to an upper limit value accepted while driving when said vehicle is driven, to limit the rotational speed of said engine to a limit rotational speed or lower corresponding to a rotational speed slightly higher than an upper limit value  
25 of the rotational speed required for supplying power from said generator to the external load when said vehicle is stopped to supply power from said generator to the external load, and to limit the rotational speed of said engine to an upper limit value of the rotational speed accepted at the occurrence of

an error when an error occurs that requires limiting the rotational speed of said generator.

3. A control device for an engine driven vehicle that includes an engine provided for driving a vehicle body, and a generator driven by said engine, and is comprised so as to supply power from said generator to an external load when driving is stopped, comprising:

rotational speed limiting means for controlling to limit a rotational speed of said engine to a limit rotational speed or lower corresponding to an upper limit value accepted while driving when said vehicle is driven, and to limit the rotational speed of said engine to a limit rotational speed or lower corresponding to a rotational speed slightly higher than an upper limit value of the rotational speed required for supplying power from said generator to the external load when said vehicle is stopped to supply power from said generator to the external load; and

error occurrence time engine stop means for stopping said engine when an error occurs that requires limiting the rotational speed of said generator.

4. A control device for an engine driven vehicle that includes an engine having a crankshaft connected to driving wheels of a vehicle body via a power transmission device in order to drive the vehicle body, and a power supply unit that has a generator driven by said engine and uses said generator as a power supply to supply power to an external load, and is comprised so as to supply power from said generator to an external load when driving is stopped, comprising:

engine control means for performing control required for driving said engine, control for keeping a rotational speed of said engine to a target rotational speed, and rotational speed limit control for limiting the rotational speed of said engine to a limit rotational speed or lower;

a mode selection switch for selecting a control mode between a driving time control mode and a control mode for generating electric power;

generation control means for controlling said power supply unit and determining the target rotational speed of said engine so as to generate a predetermined output from said power supply unit when said mode selection switch selects the control mode for generating electric power; and

limit rotational speed switching means for switching said limit rotational speed in accordance with the control mode so that when said control mode is the driving time control mode, said limit rotational speed is set to a rotational speed corresponding to an upper limit value of the rotational speed of said engine accepted while vehicle driving, and when said control mode is the control mode for generating electric power, said limit rotational speed is set to a rotational speed slightly higher than an upper limit value of a rotational speed required for supplying power from said power supply unit to the external load,

wherein when said mode selection switch selects the driving time control mode, the control mode is set to the driving time control mode to perform control required for driving said vehicle, and when said vehicle is stopped and said mode selection switch selects the control mode for generating electric power, the control mode is set to the control mode for generating electric power to perform control required for supplying power from said power supply unit to the external load.

5. A control device for an engine driven vehicle that includes an engine having a crankshaft connected to driving wheels to a vehicle body via a power transmission device in order to drive the vehicle body, and a power supply unit that has a generator driven by said engine and uses said generator as a power supply to supply power to an external load, and is comprised so as to

supply power from said generator to an external load when driving is stopped, comprising:

engine control means for performing control required for driving said engine, control for keeping the rotational speed of said engine to a target rotational speed, and rotational speed limit control for limiting the rotational speed of said engine to a limit rotational speed or lower;

a mode selection switch for selecting a control mode between a driving time control mode and a control mode for generating electric power;

generation control means for controlling said power supply unit and determining the target rotational speed of said engine so as to generate a predetermined output from said power supply unit when said mode selection switch selects the control mode for generating electric power;

error detection means for detecting as an error an abnormal condition that requires limiting the rotational speed of said generator; and

limit rotational speed switching means for switching said limit rotational speed so that when the control mode is the driving time control mode, said limit rotational speed is set to a rotational speed corresponding to an upper limit value of the rotational speed of said engine accepted while vehicle driving, when the control mode is the control mode for generating electric power, said limit rotational speed is set to a rotational speed slightly higher than an upper limit value of the rotational speed required for supplying power from said power supply unit to the external load, and when said error detection means detects an error with said mode selection switch selecting the control mode for generating electric power, said limit rotational speed is set to a rotational speed sufficiently lower than the limit rotational speed in said control mode for generating electric power or set to zero,

wherein when said mode selection switch selects the driving time control mode, the control mode is set to the driving time control mode to

perform control required for driving said vehicle, and when said vehicle is stopped and said mode selection switch selects the control mode for generating electric power, the control mode is set to the control mode for generating electric power to perform control required for supplying power  
5 from said power supply unit to the external load.

6. A control device for an engine driven vehicle that includes an engine having a crankshaft connected to driving wheels to a vehicle body via a power transmission device in order to drive the vehicle body, and a power supply  
10 unit that has a generator driven by said engine and uses said generator as a power supply to supply power to an external load, and is comprised so as to supply power from said generator to an external load when driving is stopped, comprising:

engine control means for performing control required for driving said  
15 engine, control for keeping the rotational speed of said engine to a target rotational speed, and rotational speed limit control for limiting the rotational speed of said engine to a limit rotational speed or lower;

a mode selection switch for selecting a control mode between a driving time control mode and a control mode for generating electric power;

20 generation control means for controlling said power supply unit and determining the target rotational speed of said engine so as to generate a predetermined output from said power supply unit when said mode selection switch selects the control mode for generating electric power;

error detection means for detecting as an error an abnormal condition  
25 that requires limiting the rotational speed of said generator;

limit rotational speed switching means for switching said limit rotational speed so that when the control mode is the driving time control mode, said limit rotational speed is set to a rotational speed corresponding to

an upper limit value of the rotational speed of said engine accepted while vehicle driving, and when the control mode is the control mode for generating electric power, said limit rotational speed is set to a rotational speed slightly higher than an upper limit value of the rotational speed required for  
5 supplying power from said power supply unit to the external load; and

error occurrence time engine stop means for stopping said engine when said error detection means detects an error with said mode selection switch selecting the control mode for generating electric power,

wherein when said mode selection switch selects the driving time  
10 control mode, the control mode is set to the driving time control mode to perform control required for driving said vehicle, and when said vehicle is stopped and said mode selection switch selects the control mode for generating electric power, the control mode is set to the control mode for generating electric power to perform control required for supplying power  
15 from said power supply unit to the external load.

7. A control device for an engine driven vehicle that includes an engine having a crankshaft connected to driving wheels to a vehicle body via a power transmission device in order to drive the vehicle body, and a power supply  
20 unit that has a generator driven by said engine and uses said generator as a power supply to supply power to an external load, and is comprised so as to supply power from said generator to an external load when driving is stopped, comprising:

engine control means for performing control required for driving said  
25 engine, control for keeping the rotational speed of said engine to a target rotational speed, and rotational speed limit control for limiting the rotational speed of said engine to a limit rotational speed or lower;

a mode selection switch for selecting a control mode between a driving

time control mode and a control mode for generating electric power;

generation control means for controlling said power supply unit and determining the target rotational speed of said engine so as to generate a predetermined output from said power supply unit when said mode selection switch selects the control mode for generating electric power;

error detection means for detecting as an error an abnormal condition that requires limiting the rotational speed of said generator;

mode setting means for setting the control mode to said driving time control mode when said mode selection switch selects said driving time control mode, setting the control mode to a shift mode for performing control in a process of shifting to the control mode for generating electric power when said mode selection switch selects the control mode for generating electric power, and the error detection means detects no error, setting the control mode to the control mode for generating electric power when completion of said shift mode is confirmed, and setting the control mode to an error mode when said error is detected with said mode selection switch selecting the control mode for generating electric power; and

limit rotational speed switching means for switching said limit rotational speed to a rotational speed suitable for each control mode in accordance with the control mode set by said mode setting means,

wherein when said mode selection switch selects the driving time control mode, the control mode is set to the driving time control mode to perform control required for driving said vehicle, and when said vehicle is stopped and said mode selection switch selects the control mode for generating electric power, the control mode is set to the control mode for generating electric power to perform control required for supplying power from said power supply unit to the external load.